

**Amendments To The Specification:**

**Please replace the paragraph starting on page 12, line 20, with the following amended paragraph:**

Figure 9 shows a section of rail which has been trimmed to length and had an end cap 200 fastened thereto. A number of screws 202 are used to attach the end cap to the rail, and in the preferred embodiment four are used for this purpose. The figure shows a fifth screw 206 which is for compressing the track sections of the present invention. As can be seen in the drawing a track section has been installed in the slot 66. The track sections are formed with a larger gap between the teeth at the ends of each abutting track section than the gap between the teeth located inwardly of the ends, and said clamping element applies enough compression to said track sections to compress said larger end gap to the same dimension as the gap between the other teeth. Although not shown, other track sections 210 would also be installed to form a continuous line of fixed teeth of the track along the length of the rail 22. The fifth screw is for pre-loading the track to improve its performance under load. Also shown in figure 9 is a plate shaped rail connector 73 attached with screws 72, and shear pins 84, the said rail connectors and shear pins being the means by which two rails are joined.